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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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## The Daily Press.

HONGKONG, MARCH 1st, 1911.

BUNYAN's picture of Giant Despair would well fit some of the modern critics who are only too glad to welcome any event which is in consonance, even though slightly, with their gloomy ideas. More especially has the East suffered from their prognostications, whether it be in the shape of the Yellow Peril, or merely in a more general attempt to show that nothing good can come out of China and Japan. The latter country is now specially in disgrace, more perhaps by reason of the fact that she will persist in disappointing her critics. Japan has been for a long time going to the dogs. When she first began to get rid of her army of foreign experts, her downfall was prophesied. She would never be able to run her railways, her ports and her telegraphs alone, it was said. Yet it remains a fact to-day that the number of railway accidents in Japan is remarkably small, that her postal system covers the whole country and is on the whole managed with perfect regularity, while no complaints can be made against her telegraphs. The telephone system is acknowledged to be defective, but the reason depends upon financial considerations and not on defects in management. Again, when Japan declared war with China, there was a wail over her temerity. Critics both in and outside Japan declared that the country was lost; that the new model army had not had sufficient training, that the warships could

not be properly handled and that China would eat Japan up or bring her to bankruptcy by simply prolonging the contest. Yet again Japan proved a disappointment. Save for one incident, where her men had received great provocation, she showed she was capable of carrying on a war according to modern "civilised" methods, and she emerged from the war with her fighting machine in perfect order. From that time to the outbreak of the Russo-Japanese war, Japan was still whirling along the road to ruin. She was burdening the people with taxes, depressing trade, and, in short, doing everything she ought not to do. Then came the Russo-Japanese war, and again Japan showed that she still retained her vitality. Yet when that contest was started there still remained a large number of people ready to prophesy disaster; who thought in their heart of hearts that KUROKAWA's boast that the treaty of peace would be signed in Tokyo would come true. As a matter of fact, the history of the war shows that PRINCE of Spain stood a much better chance of adding Great Britain to his dominions when he sent the Armada than the Russians had of even effecting a landing on the shores of Japan. The arrangement of peace again found the critics busy. Japan was worn out with the struggle. It had not been a fair fight; the Russians were not prepared, and the war could not be considered a test of Japan's ability. Even Admiral Togo's victory in the Japan Sea was belittled to a mere affair of sinking ships which were badly manned and hardly able to float. Since then Japan has been still on the downward grade. Taxes have again gone up, living has grown dearer, and the down-trodden people are fast losing that exuberance which has enabled them to do so much in so short a time. Meanwhile there had been an undercurrent of comment going to show that however far Japan went she could not hope to overtake any of the Western Powers. This comment principally took the form of showing that Japan was a poor country, with remarkably few resources, subject to natural catastrophes and peopled by a race which were merely imitative and had no initiative, besides being hopelessly dishonest. Just at present Japan is still further in the world's bad books by reason of the fact that she is engaged in revising her treaties, not as a younger brother who can be told what is good for him, but as one who has come of age and is prepared to discuss affairs on equal terms. That Japan has made no mistakes in the past is, of course, an absurd contention. She has made plenty of mistakes, but if we are to listen to the authorities on the British Government who are just now among the "outs," Great Britain also has made enough mistakes to wreck any ordinarily constituted Government three or four times over. It is quite possible to disagree with the policy of the Japanese Government, to hold that the monopolies, the high protective tariff, the subsidies and the State interference generally are entirely wrong in principle and are retarding rather than aiding the development. Nobody can quarrel with persons who honestly hold these views, but at the same time it has to be borne in mind that there are other countries—large countries—carrying on government on much the same principles and not altogether unsuccessfully. After all, Japanese statesmen are only doing the best they can for their country. If patriotism is a virtue, then Japanese statesmen, in working for the benefit of their country are only living up to the line of action which the statesmen of all other countries are taking. They are no doubt open to make mistakes, of which excess of zeal is not the least; but no one who knows anything of Japan can believe—to take the latest instance—that Japan really intended to discriminate against her ally when she framed her last tariff. The negotiations now in progress show that she is amenable to reason, and prove conclusively that there was no *malice prepense*. What ought not to be lost sight of is that Japan compared with Europe is still in the nineteenth, if not in the eighteenth, century. The talk about Japan going at a bound from feudalism to constitutional government is absurd. She must go through the same stages as all other countries have gone through in shaking off feudalism, and although the stages may in her case be considerably abbreviated, they must still follow in their regular order. Because Japan has a modern army and navy it does not necessarily follow that she is "civilised," using the word in its proper meaning. The materials used by modern armies and navies no doubt require a great amount of ingenuity in their construction and a lesser amount in their use, but as Japan has received these materials at second hand the training required for their production has

been lacking. A civilised State is that composed of persons who are good citizens, those in whom what may be called—for want of a better name—the social instinct is highly developed and followed, not only in times of special stress, but in all the ordinary occasions of life. A slight acquaintance with Japanese life—even the very fact that the State interference is so much to the fore—shows that, compared with most Western countries, Japan has, in this respect, much way to make up. It would be extraordinary if she had not. There is no royal road to such civilisation; the people must be socially educated in the same way as other peoples have been educated, and doubtless there will be some difficulties to overcome. In the meantime, however, the modern Giant Despair should refer back to past history. He can spend a very profitable hour in studying how his own country came to enjoy its present prosperity and how far that prosperity was due entirely to the efforts of its own people or to the efforts of strangers within its gates.

Dalry has been free of plague for a month now. "The expected recognition of this freedom by other seaports is very slow in coming," remarks the *Manchester Daily News*.

A Ceylon paper, noticing the tragic death in Hongkong of Mr. H. A. R. Cochrane, mentions that while he was stationed in Colombo he was known to be a victim to somnambulism.

We have received from the American Consulate-General at Hongkong a copy of the following typhoon warning telegraphically sent from the Manila Observatory:—Manila, February 28, 10:55 a.m. Cyclone or typhoon near over the Western Carolines, direction unknown.

We have received the prospectus of the Hongkong Technical Institute, which has just entered on the second term of the 1910-11 session, and also the syllabus of studies in chemistry, the two sections of the engineering course (constructional and mechanical) and for the Teachers' Class.

The annual Flower Show of the Hongkong Horticultural Society will be opened in the Botanic Gardens at 2 p.m. to-day, and will remain open until 6 p.m. To-morrow, the second day, visitors will be admitted between the hours of 10.30 a.m. and 6 p.m. Tea will be obtainable on the ground, and the Band of the Rajputs will provide music on both afternoons. The presentation of prizes takes place at five o'clock this afternoon.

A Berlin telegram to the *Peking Daily News* dated February 16th says:—H. E. Dr. Melinovsky, Inspector-General of Medical Affairs of All the Russias, visited yesterday the Chinese Anti-Plague Institutions and observed their work in the four sections. The best activity at the one hundred railway wagons under Doctors Aspland and Stenhouse was highly admired. The scrupulous cleanliness and minute precautions adopted in the rooms of the disinfecting station in the third section, which was also visited by the distinguished doctor, are highly commendable. The relations between the Chinese and Russians are of the friendly nature. Forty more railway cars will be ready for occupation to-morrow. When the Doctor left Harbin by the nine o'clock train, he drank the health of Dr. Wu Lien-teh and the success of the Chinese doctors. There were present at the station, 35 Russian doctors and several military officers. Doctor Melinovsky expressed complete satisfaction with the plague arrangements of the Chinese. The mortality yesterday was only 32.

## SHIP'S OFFICER SENT TO PRISON.

At the Marine Magistrate's Court yesterday, before Commander Beckwith, R.N., Frank Walker, master of the British steamer *Beachy*, proceeded against William Alexander Black, third officer on the steamer, for wilfully disobeying the lawful commands of the master on board while at Tacoma on the 25th December last.

The evidence of the master was that the defendant went on shore without leave and when the latter was questioned concerning it he admitted having gone and declared he would go again whenever he felt inclined. Witnesses reported the insubordinate conduct of this officer to the British Consul at Tacoma, who investigated the circumstances and entered them in the official log, which was produced. Defendant had been repeatedly insolent and had demoralised the discipline of the ship.

The first and second officers gave corroborative evidence. His Worship found the charge proved, and, taking into consideration that there were two serious entries against defendant in the official log, ordered him to forfeit two days' pay and to be imprisoned for four weeks with hard labour.

## LATEST STEAMER MOVEMENTS.

The *Apar str. Arratoon* from Calcutta left Singapore on the 26th ult. and may be expected here on or about the 3rd inst.  
The *Apar str. Gregory* from Shanghai and Kobe left Moji on the 27th ult. afternoon, and may be expected here on or about the 4th inst.  
The *Bank Line str. Strathly* left Vancouver on the 26th ultimo for Yokohama, where she is due about the 18th inst.  
The *P. & O. S. N. Co's str. Palma* is expected to arrive at Penang on the 14th inst., at noon.  
The *P. & O. S. N. Co's str. Borneo* is expected to arrive at Penang on the 27th inst.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## GERMAN SHIPPING AND THE PLAGUE.

LONDON, February 28th.

A Berlin message states that at the request of the Foreign Secretary the Hamburg-America and the Norddeutscher Companies have agreed to reserve cargo space for the free transport of medicines to combat the plague in the Far East.

## FRENCH CABINET RESIGNS.

LONDON, February 28th.

The French Cabinet has resigned.

## PIRATING A TRADE MARK.

Two Chinese were placed before Mr. Wood on a charge of applying a false trade description to goods. It is alleged that the defendants have been in the habit of gathering partially smoked cigarettes, extracting the tobacco, drying it in a warming pan and making it up into fresh cigarettes which they enclosed in "Pirate" and "Rosette" packets. Mr. M. J. D. Stephens appeared for the prosecution. The first defendant pleaded guilty, but the second denied the charge.

His Worship pointed out that the maximum sentence he could give was four months' imprisonment, but he could commit the defendants for trial at the Criminal Sessions.

Mr. Stephens applied for an adjournment, as he would probably ask his Worship to commit the defendants for trial at the Criminal Sessions.

## THE BANDMANN OPERA CO.

The Bandmann Opera Co., after a most successful season in Calcutta, concluded their run on Saturday, 11th February. The following is the itinerary of their tour to the Far East and return:—Rangoon, February 17th to March 1st; Samatra, March 6 to the 14th; Kuala Lumpur, March 15 to the 16th; Singapore, March 18th to the 24th; Hongkong, March 31st to April 27th; Shanghai, May 1st to May 30th; Yokohama, June 7th to June 12th; Manila, July 11th to July 28th; Hongkong, July 31st to August 4th; Singapore, August 10th to the 17th, when they return to India.

Amongst the artistes in the Bandmann Opera Co., due here on the 31st March, is Mr. Robin Roberts, a comedian who has become most popular in Calcutta. He was born in India, but was taken home in his infancy. He took a fancy for the stage and has now become a prominent member. His last visit to Hongkong was with Robert Brough's company in 1897. For the past two years and a half he has been playing in "The Merry Widow," at Daly's Theatre, London.

## RICE AND BERRI-BERRI.

The following notification is published in the current issue of the *Gazette*—

The attention of all persons who consume white rice and also of all large employers of coolie labour is directed to the fact that it is generally believed that the disease berri-berri, which causes several hundred deaths in Hongkong each year, is produced by the consumption of white rice, as the staple article of diet, without a sufficiency of other foods.

It is important therefore that a sufficient quantity of fresh meat or of fresh fish should be eaten with the rice, but this cannot be afforded by all, and in the proportion of not less than one-quarter of a cat's paw to every cat of rice. The beans should be boiled with a small quantity of fresh pork or fresh fish to make a soup.

## SAINT JOHN'S CATHEDRAL, HONGKONG.

The following Lenten letter from the Bishop of the Diocese has been circulated:—  
My Dear Friends, The Season of Lent once more brings the Church's call to her members to pause and seek aid by prayer and fasting the deepening of their Spiritual life, the more conscious sense of God's presence and the more complete conformity to His will. Every soul is exhorted to render to Him the worship and adoration due to His name. I therefore cordially commend to you the list of services that the chaplains have so carefully arranged for your edification.  
A well-spent Lent will lead to a joyful Easter, when I hope the number of communicants will exceed all past records. In response to my appeal last year most of the Churches in the Diocese gave special Easter offerings to their Pastors, and the Cathedral congregation contributed a specially generous offering towards the Cathedral funds. I would again ask that Easter Day may be marked by a real Thank-Offering to Almighty God for the benefits of His religion provided for us in this outpost of His Church. If any are leaving the Colony before Easter they will kindly either send in their Easter gift for the Cathedral funds to the Treasurer or place it in the Alms bag (in an envelope inscribed "for Easter Offering") on any Sunday in Lent.  
Commending to your prayerful intercession the whole work of the Church in this Diocese, I remain, your faithful friend and Bishop,  
G. H. VICTORIA.

St. Paul's College,  
Hongkong, 23rd February, 1911.

## SUPREME COURT.

Tuesday, 28th February.

IN ORIGINAL JURISDICTION.

BEFORE THE FULL COURT.

## A POINT OF LAW.

Their Lordships the Chief Justice and the Puisne Judge heard argument on the point of law raised by Sir Henry Berkeley in the trial of Ko Choi Po for the fraudulent conversion of sums of \$2,500 and \$4,000. Mr. M. Slade, instructed by Mr. Crowther Smith, appeared for the prosecutors.

Sir Henry Berkeley said the point reserved by the Chief Justice on the trial of this case was whether the payment of the sums of \$4,000 and \$2,500, respectively, to the prisoner by the complainants and the written acknowledgment of the receipts of these sums in payment of share capital in the Wing Mau constituted each complainant a partner of the prisoner not liable to be convicted on this indictment. Proceeding, he said that prisoner had obtained a concession from the Government for cutting wood on the hillsides of the island. He had two men associated with him as partners in the venture, but the latter sold out, and defendant took as partners Tong Sing Koon and Lien Chak Wau. Evidence would be given that these three men being partners for the purpose of this concession personally said to prosecutors shares for \$4,000 and \$2,500. He would concede that in an ordinary partnership no one was competent to introduce into the partnership any other person without the consent of the other partners, and he submitted that if a person chose to enter into a partnership scheme by which each partner was at liberty to introduce into the partnership there was nothing to prevent them doing so.

The Chief Justice—I think the point is worth arguing, as the question with regard to the application of the section making persons partners is a troublesome one. It is perfectly clear that if a person agrees to be a partner and if the other partners receive the money then he constitutes himself a partner and is a partner with all his liabilities. If that were a possible construction of the facts, I think it may be possible that the prisoner would not be convicted. Further, I think that if the complainants could have in any way a declaration in a civil Court that they were partners then possibly the case would not have come within the Act, but looking at it as a purely civil case, if the agreement made by one side to become a partner is by the act of the other side negative and if he is not accepted as a partner then the partnership cannot possibly subsist. The evidence for the prisoner was that nothing had been done and that the old partnership between the three partners existed. There was no overt act showing that the proposal of the complainants to become partners had in fact been accepted. Therefore, I think the point must fail.

Prisoner was then sentenced to eighteen months' without hard labour. On receiving sentence, he asked what authority his Lordship had for sending him to prison; he had done nothing wrong.

## OFFERING A POLICEMAN A BRIBE.

A native named Chau Fo Sang was charged before Mr. Wood yesterday with offering an Indian police sergeant a bribe of \$5.

Mr. P. W. Goldring said he was instructed by the defendant to plead guilty. The accused was one of two men who were charged with being either murderers or accessories after the fact, and acquitted. The defendant was now charged with having offered a bribe of \$5 to one of the policemen who arrested him. He also offered, if he were released, to give information with regard to the crime mentioned. He was an ignorant man, hailing from Shimun, and his statement was to the effect that he would give the \$5 to be released as he had not any more money. Mr. Goldring asked his Worship to treat the case leniently. He did not think the defendant really knew what he was doing. He lived in the New Territory, where he did not often come in contact with the police, and there were no newspapers there, consequently he could not learn of the examples made of men here for offering bribes. Besides, it was a common practice to offer bribes in the New Territory.

Sergeant Foley informed the Court that the defendant was arrested at Chinwan on January 21st, and on that day he offered the bribe to an Indian lance-sergeant.

His Worship—Where was the bribe offered?  
Sergeant Foley—In the police station after arrival. In my absence I left the Indian sergeant as a guard over the prisoner, and when I returned the sergeant informed me that the prisoner had offered him a bribe of \$5, which was the amount he had on him.

Mr. Goldring—I don't know whether Sergeant Foley would say that the defendant offered to give information if released?

Sergeant Foley—He did mention it.

His Worship—And has he in fact given you information?

Sergeant Foley—No.

Mr. Goldring—There is the alternative of imprisonment or a fine. I might say that the village elders are prepared to pay a fine.

His Worship sentenced the defendant to three months' imprisonment with hard labour.

## COMPANY MEETING.

HONGKONG ICE COMPANY, LTD.

The annual meeting of the shareholders in the above Company was held yesterday at the office of the General Managers, Messrs. Jardine Matheson & Co. The Hon. Mr. Kewick presided, and there were also present: Messrs. J. Barton, W. Graham, Lo Cheung Shiu, W. Hui-tou Potts, A. Rodger, H. W. Looker, H. P. White, Ho Fook, L. N. Leese, C. H. Ross, G. K. Haxton (manager), L. C. F. Cunningham (secretary).

The Secretary having read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen,—If you approve we will consider the report and accounts as read. I am glad to be able to inform you that our sales of ice show a satisfactory increase. In fact during the hottest months of the year our plant and storage space were fully employed in meeting the current demand. This fact and the gradual increase in the Cold Storage Department led us to decide upon an extension of our plant, and an Extraordinary General Meeting of Shareholders was called on the 4th July last, when the matter was laid before the meeting and agreed to unanimously. This extension is now in hand, and when completed will allow us to meet every demand likely to be made on us. The cold storage department shows an increase in revenue over last year's working, and through making various economies we have managed to effect a slight saving in our total working expenses. You will notice that we have still a very considerable sum both on deposit and to the credit of our current account with the Hongkong & Shanghai Bank. This is accounted for by the fact that owing to funds being required to meet the cost of the aforementioned extension we have not endeavoured to make any new investments. Our works at First Point and the machinery have been maintained in first class order. With regard to our property in Lee House Street, this is in need of some repairs, and as the second floor is now vacant we are seizing the opportunity to have the necessary repairs effected. I would mention that we anticipate no difficulty in securing a satisfactory tenant for these premises, as we have already received several applications. You will have noticed that both the Oriental Dyeing Co. (who put out ice as a by-product) and ourselves, have reverted to the former price of 14 cents per pound. This should materially add to our profits, while, as the extra charge is spread over so wide a constituency, it will not form any hardship on our clients, nor check consumption. I trust, gentlemen, that you approve of the appropriation of the profits recommended, and if there are no questions I will move that the report and accounts be accepted and passed.

There being no questions, the report was adopted on the motion of the CHAIRMAN, seconded by Mr. HUTTON POTTS.

Mr. GRAHAM proposed the re-election of Mr. A. R. Lowe as auditor.

Mr. LOOKER seconded, and the motion was agreed to.

The CHAIRMAN—That is all the business, gentlemen. Dividend warrants can be had on application.

## AT THE MAGISTRACY.

A Chinese who was charged with harbouring a married woman was yesterday bound over by Mr. Wood to come up for judgment when called upon.

For stealing 4lb. of beef, the property of the petty officers of H.M.S. *Flora*, Mr. Hallifax yesterday sentenced a native to seven days' hard labour and two hours' stocks.

For smoking in Court Mr. Hallifax yesterday detained a Chinese until the Court rose. Then he released him and warned him that if he was guilty of the same offence again he would be fined.

Inspector Withers proceeded against two Chinese before Mr. Hallifax for retailing goods with unjust scales. The first defendant, who kept a fruit stall in the Western Market, was fined \$25; the second, who dealt in pork at Bowring Road, was ordered to pay a fine of \$15.

Six boatmen were prosecuted by Inspector Langley for obstructing the approach of the French mail to the Kowloon wharf on Monday. Mr. Wood fined two of the defendants \$40 each, or six weeks' imprisonment, and each of the other four \$25, with an alternative of one month's gaol.

A stranger to Aberdeen presented himself at the home of a resident and begged assistance. Moved to pity by the wanderer's deplorable appearance the resident placed a good meal before him and then left the house. When he returned the guest had departed and taken a blanket with him. The police were notified, the thief was arrested, and Mr. Hallifax yesterday sentenced him to seven days' imprisonment and four hours' stocks.

Detective Murphy and a posse of police executed a gambling warrant on a Chinese Club at 182, Queen's Road Central, on Monday night, and arrested 18 long-robed Chinese, who were released on bail. Ten of the defendants were charged before Mr. Hallifax yesterday, and the hearing was adjourned. Mr. E. J. Grist represented the defendants, three of whom were admitted to bail in the sum of \$1,000, and the other seven in the sum of \$50 each. Eight of the men liberated on the previous night did not put in an appearance, and their bail of \$50 each was exonerated.



## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present:—Hon. Mr. A. W. Brewin (Registrar-General), Mr. A. Shelton Hooper, Colonel Bedford, B.A.M.C. (Principal Medical Officer), Dr. G. L. Fitzwilliams, Mr. Lau Chu Pak, Mr. Ng Hon Tse, Dr. P. Clark (Medical Officer of Health), Dr. W. W. Pearce (Assistant Medical Officer of Health) and Mr. W. Bowen Rowlands (secretary).

**MORTALITY STATISTICS.**  
The mortality return for the month of January showed that the death rate for the civil population of the Colony was 16.4, including the Army and Navy 16.1, while the death rate for the Chinese population was 15.5.

## CONSIDERED CONFIDENTIALLY.

The President:—Before we start on the orders of the day I beg to draw attention to applications 3 and 4. As members will remember, there was an application at the last meeting which was taken confidentially, there being further developments in connection with that application which appear to affect these further applications. I would therefore suggest that these applications be taken confidentially unless members wish that the discussion should be public.

Mr. Hooper:—Is there any particular reason? The President:—There is a reason arising out of the resolution passed at a confidential meeting in connection with this matter which might affect the question or might not. Of course it will not affect the applications if they are refused, but I cannot say whether they will be refused or granted.

Mr. Hooper:—I will not raise any objection now, but I think it is likely to occur again that it would be well to circulate among members confidentially the reasons. You may have good reasons, but in future they should be circulated so that we may know what we are voting on.

The President:—Certainly.

Papers 3 and 4 were:

An application by Messrs. Palmer & Turner for permission to erect twelve water closets in a block of European flats to be erected on Kowloon Island Lot No. 574. The application pointed out that as the flats would be occupied by different tenants this system was preferable.

An application by Messrs. Palmer & Turner on behalf of the Deutsche Asiatische Bank for permission to erect two w.c.s. and one urinal on the premises at 7, Queen's Road Central.

## MALARIA AT SHANKUWAN.

A further letter from Government relative to malaria at Shaukiwan was read as follows:—Referring to my letter of the 13th ultimo, I am instructed to inform you for communication to the Board that the Governor has further considered the question of training the stream marked A.B. on the plan enclosed and has decided to postpone the execution of other items included in the programme of malaria training for 1911 and to proceed with the training of a portion, roughly, one-half, of the stream marked A.B.

The President stated that this matter was dealt with two meetings ago, when the Vice-President informed members that the second stream which the P.M.O. asked should be trained would be taken in hand. The letter from the Government showed that the work had now been undertaken, so he proposed to lay the paper on the table.

## INSPECTOR'S LEAVE RECOMMENDED.

An application was read from Inspector Frith asking for twelve months' leave of absence.

The President stated that this application was for nine months' half-pay leave and three months full pay leave. As members would have noticed, a scheme for the payment of passages of subordinate officers came up at the last meeting of the Legislative Council. The result on the subject was agreed to, but no information had yet been given to the heads of departments as to whether the scheme was actually coming into working order at once or not. He presumed if it came before this leave was granted that Inspector Frith would be entitled to nine instead of twelve months. But the question which concerned members was whether the Board was prepared to recommend this leave. Inspector Frith had the usual service required in the Colonial regulations and would have been able to go last year only for the unfortunate fact that another inspector had to go home on medical certificate. This application had therefore to be withdrawn, but unless any member had any objection he would now recommend that it be recommended by the Board.

Mr. Hooper:—Wouldn't it be more correct to say "the Board have no objection?"

The President:—I think it is better to recommend it. We usually make recommendations.

Dr. Fitzwilliams agreed, and it was decided to recommend that leave be granted.

## WEATHER REPORT.

On the 28th at 11.50 a.m.—The barometer has risen moderately in E. Japan, and fallen over China, particularly in the North.

The depression over N. China is moving Eastwards and approaching the Gulf of Pechili.

Pressure is highest over Japan in the East, and over West China in the West.

Moderate or light monsoon may be expected over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood:—(a) Variable winds, light or moderate rain.

Formosa Channel:—Same as No. 1.

South coast of China between Hongkong and Lamoo:—Same as No. 1.

South coast of China between Hongkong and Hainan:—Same as No. 1.

E. to N. winds, light or moderate; f. air.

## SHIPPING NOTES.

It was announced at Liverpool, on January 20, that a new service to the Far East will be established by the Rickmers Siberia Line, of Hamburg, and will begin with the *Sophie Rickmers*, which was at that date loading at Liverpool.

The new steamship *Nelusa*, which has been built by Messrs. Workman, Clark & Company (Ltd.), was launched on January 31st from their Belfast North yard. This is the twenty-eighth vessel built by this firm for Messrs. Holt & Company's Blue Funnel Line, Liverpool. The new vessel, which is 457ft. in length, with a gross tonnage of 6,700, is intended for service to the Far East.

The Straits Steamship Company have been advised of the probable date on which they will get delivery of the two new steamers that are being built to their orders in Scotland. The *Kraia*, it is stated, will leave Greenock on April 29, and the *Klang* is due to leave Dunoon on June 30. In addition to these new boats the Company have purchased the steamer *Kaka* from the Sarawak and Singapore Steamship Company, and they intend to put her on the Malacca and Muar run.

The *Opinion* of Saigon hears the Messageries Maritime will shortly place more steamers on its Antwerp-Far East run. The steamers will leave Antwerp on the first of every month for China and Japan, calling at Marseilles, Port Said, Jibuti, and Colombo. On the homeward trip they will call at Saigon, and by turns, at Aden and Jibuti.

The directors of the Compania Transatlantica have decided to reorganise the mail and passenger service between Barcelona and the Philippines. With this object in view, not long ago they acquired from the Royal Mail Packet Company of Liverpool the steamer *Fernando Po* to replace the *Isle de Luzon*, and she after only two voyages has been sent to South America, and her place on this run will be taken by another new steamer. They have also decided that their steamers shall now leave Barcelona four days earlier, and that Hongkong, instead of Manila, shall be the last port on this run. The new steamer *Carlos de Biquarres* is due in Hongkong about the middle of March. After discharging at Hongkong she will return to Manila to load for Singapore and Europe.

The Washington correspondent of the *Times*, writing on the 12th ult., said:—There are signs that the annual shipping subsidy fight in Congress will this year be sharper than ever. It started yesterday in the Senate, Mr. Gallinger, as usual, leading the forces in favour of the measure. Realizing the weight of the opposition against it, Senator Stille has further modified his last year's Bill. He has cut out the clauses granting ocean mail subsidies to lines running to the Orient, and asks Congress merely to help the trade with South and Central America. The Bill is known to have the earnest support of the President. According to Senator Gallinger, one of its chief objects is to break up the European monopoly which is now alleged to control rates between the United States and South America. The Bill also contains provisions debarring lines with which railways are connected from the benefits of the subvention. The Panama Canal is one of the reasons most commonly given for the necessity of improving the American mercantile marine. The enemies of the shipping subsidy now propose to exploit the Canal as a rival means towards the same end. The idea embodied in the measure introduced in the Senate is to remit, in whole or in part, the canal dues to American shipping unless the shipping is connected with the trans-continental railways, whose hostility towards the Canal is rightly feared. The passage of any such measure is most problematical. Its introduction is, however, significant of the interest with which Americans are beginning to regard the possibilities of the Canal.

Many people interested in shipping and commerce often speculate upon the origin of the "Blue Funnel." The explanation, which has not been made known before outside the immediate circle of the shipowners, has been written by Mr. Alfred Holt in a memorandum appended to an oil-painting of the first Blue Funnel steamer, known as the *Dumbarton Youth*. Mr. Holt's memorandum is as follows:—

"I have thought this picture of the first vessel which had a blue funnel might be of interest. I think her dimensions were about 180 by 12; her tonnage, according to Lloyd's Register, was 187 tons. She was bought from Horsfall's in 1852, had been on the coast of Africa, and had a good many old stores left in her, amongst others, muskets and Bibles. She was repaired and put into the coasting trade, Liverpool, Whitehaven, and Cardiff.

"A new funnel was necessary, which was brought down unpainted, and as there was a lot of blue paint on board we used it mainly on the suggestion of Captain Middleton.

"She was sold at a good profit to take flour to the Crimea, I think, 1855.

"Her builder was Henry Dumbarton, 1847, and she was sold to have been the first iron ship built and put together by ship carpenters. She had a mahogany deck, her engines were by Caird, Greenock. The picture supplied by Samuel Walter, a good Liverpool artist.

"(Signed) ALFRED HOLT, 1904."

To-day the Blue Funnel fleet numbers sixty-six steamers, representing a total tonnage of over 400,000 tons, which maintain regular services to different parts of the Far East. Indeed, although cargo steamers do not carry passengers, they sail and arrive with the punctuality of the best-known liners.

## LOCAL SPORT.

## CRICKET.

KOWLOON "A." v. R.E.  
This match was played at "King's Park" between the K.C.C. "A." and R.E. on the 25th February. Scores:

KOWLOON					
A. O. Brown	b Walker	51			
W. L. Weaver	b Rundle	8			
H. B. Goldsmith	c Broadmore	1			
H. E. Annesley	b Sturdy	7			
Major Kitchin	run out	3			
C. Brown	c Collins	3			
D. J. Mackenzie	c and b Plombot	3			
Wm. Curwen	b Plombot	0			
W. T. Elson	b Walker	0			
Capt. Barclay	not out	0			
W. Edwards	b Walker	0			
Extras		5			
Total		110			
Bowling Analysis.					
Homes	O. M. R. W.				
Sturdy	11 0 28 1				
Walker	12 0 23 3				
Plombot	4 0 19 2				

ROYAL ENGINEERS					
Spr. Plombot	b Curwen	10			
Spr. Brown	c Barclay	8			
Spr. Hobbs	b Curwen	0			
Spr. Smith	b Curwen	12			
Spr. Sturdy	b Curwen	0			
Lee Corp.	Heartmore b Curwen	8			
Spr. Collins	not out	7			
Spr. Walker	b Curwen	6			
Spr. Ferintosh	b Curwen	0			
Spr. Randle	b Curwen	0			
Extras		2			
Total		55			
Bowling Analysis.					
Annesley	O. M. R. W.				
Curwen	5 0 25 1				
Goldsmith	3 1 23 7				

## ROYAL HONGKONG YACHT CLUB.

The eighth Club Race for each class was sailed on the 25th instant. The course for the Handicap Class was Mark Boat, Quarry Bay (port), Channel Rocks (port), East Rock Buoy (port), Mark Boat, Quarry Bay (port), Channel Rocks (port), 9 miles, and the following boats competed:—

	Commodore	Eyres	R. N.
<i>Dione</i>	Mr. A. G. M. Fletcher		
<i>Ada</i>	Col. Chapman		
<i>Colleen</i>	Hon. Mr. H. E. Pollock		
<i>Kathleen</i>	Officers R. E.		
<i>Min</i>	Messrs. Irving and Alabaster		
<i>Ayesha</i>	Capt. Loring	R. G. A.	

There was a fresh West to North-West breeze just before the start, but it died away to a calm at gun-fire. *Ada* got badly left, as she was a short distance west of the starting line, but the rest of the fleet gradually worked into a nice breeze and reached for the Mark Boat in Quarry Bay, which was rounded by *Iris* first and *Dione* second. During the short boat to Channel Rocks *Iris* kept the lead and rounded this mark just ahead of *Dione*, with *Colleen* third, *Ayesha* fourth, *Kathleen* fifth, *Min* sixth and *Ada* a good distance astern. The race to East Rock Buoy did not materially alter the positions, and the reach back to Quarry Bay Mark Boat was made in the same order, but on the second boat to Channel Rocks *Dione* passed *Iris* and rounded first, and *Ada* collared *Min* at the mark and passed her. On the run home *Iris* again passed *Dione* and finished 15 seconds ahead of her. *Colleen* third, *Ayesha* fourth, *Kathleen* fifth, *Ada* sixth, and *Min* seventh. The times were:—

	Actual	Corrected	Marks	Points
<i>Iris</i>	27 14	26 16	4	24
<i>Dione</i>	27 14	27 14	3	46
<i>Colleen</i>	27 57	23 57	8	31
<i>Ayesha</i>	32 01	24 31	6	36
<i>Kathleen</i>	32 09	26 09	5	49
<i>Ada</i>	39 06	33 51	2	20
<i>Min</i>	39 59	33 59	1	9

The five boats in the one-design class sailed over the following course: Channel Rocks (p), East Rock Buoy (p), Mark Boat in Quarry Bay (p). Just before the five-minute gun the breeze dropped right away and the boats had to be paddled up to the line, where they were just able to stem the tide until the starting gun was fired. For seven minutes after this there was a flat calm, but eventually the breeze came from the North, and *Ayesha*, which was the first to get it, went away with a good lead. *Halcyon* then got it, then *Bonita*, and lastly *Halcyon* and *Daphne*. It was a close race to the first mark, and a broad reach to the next two marks, so that there was very little chance of the boats changing order. *Daphne*, however, passed *Alannah* in a puff and the race ended as follows. This was the first occasion upon which *Halcyon* had been beaten this season, having had nine consecutive wins:—

	Finishing times.	Marks	Points
<i>Ayesha</i>	4 12 31	273	
<i>Halcyon</i>	4 13 6	45	
<i>Bonita</i>	4 16 50	223	
<i>Daphne</i>	4 13 13	10	
<i>Alannah</i>	4 19 48	16	

## SEIZURE OF CONTRABAND AT SINGAPORE.

BIG HAUL OF COCAINE AND MORPHINE ON THE "LAISAN."

The Government Monopolies continue unabated their vigorous campaign against the illicit trade which is carried on in opium, cocaine and morphine, and on Saturday, says the *Straits Times*, succeeded in unearthing a large quantity of contraband stowed on board the steamer *Laisan* which came in from Hongkong on the 10th inst.

As she was lying alongside No. 1. Station at Tanjong Pagar, Mr. G. Russell, the acting head of the preventive service, and a party went aboard, and in searching the vessel eventually arrived among the boxes on the main deck. Investigations revealed the fact that in one of these were a couple of baskets apparently filled with tasty oranges. Experience, however, has shown that it is never safe to judge the contents by the label, so to speak, and after removing a few layers of the fruit a nice little discovery was made. In one basket they found 123 packets of cocaine, each packet containing eight-one eighth ounce bottles, and in the other 72 packets, or 1,500 bottles in all. On further searching the same boat the party came across a bag in which the sail is kept, and incidentally found in addition, 196 ounces of morphine made up in five bundles of 50 packets each. All the contraband was confiscated.

## PARIS LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

January 27th.

## THE DEFENCE OF HOLLAND.

As one of the guarantors of the neutrality and integrity of Holland and of Belgium it is only natural that France should most minutely follow the designs of Germany in bringing pressure on both these two small kingdoms to arm against their will. It has been Germany's ambition since many years, as most people are probably aware, to eventually annex these two countries and thus enrol them in the present Triple Alliance. Germany cannot, however, do just as she likes in this respect. Neither Belgium nor Holland are in any hurry to "fall in," and since it is their special wish to continue to remain free countries, it becomes the imperative duty of Great Britain, France, Austria, Prussia and Russia, which countries in 1835 signed the Treaty of London, which guaranteed the independence and neutrality of Belgium and also the neutrality of the Scheldt, to see that no coercion on the part of the Fatherland takes place. Holland has decided to postpone the defence scheme, one of the principal objects of which was to make Flushing a "Gibraltar of the North." This proposal was, of course, inspired by German interests. This postponement—the decision of the new Dutch War Minister—to reconsider the question—has proved most unpalatable to Germany, and represents the first severe check sustained by the great military schemes which the Kaiser is steadily developing on the North Sea. The erection of powerful fortifications at Flushing would have had the double effect of closing the Scheldt to navigation at will, and of cutting Antwerp off from aid by Great Britain in case of need. From the very first, clear-headed M. Pichon, the French Minister of Foreign Affairs, looked upon the intricate situation created by Germany as extremely grave, and took measures accordingly. Without the least delay, he took the wisest step any responsible statesman could have done, that of at once communicating on the subject with Holland and the other Powers signatory to the Treaty of London. As one of the strongest upholders of the *Entente Cordiale*, M. Pichon at a glance saw the motive of Germany for inducing Holland to fortify Flushing; in this manner Belgium could have been deprived of supplies for its army and inhabitants, while British ships could also have been prevented from reaching Antwerp. M. Pichon is too wide-awake for the Kaiser. The treaty of 1839 guaranteed the perpetual neutrality of Belgium; although Holland also signed the Treaty of London, she did not engage herself to defend the neutrality of Belgium.

## THE ATTITUDE OF FRANCE.

It would be very erroneous to conclude that because France discussed the grave situation in the Chamber that the French Government contemplates any threatening intervention in regard to the Dutch. France has been represented, it will be remembered, as taking an attitude offensive to the independence of Holland, whereas she harbours no such black designs. On the other hand, the French Government has certainly the right to examine a question, raised by public opinion in Belgium, invoking a treaty bearing the signature of France. It certainly has this right of examination, as *La Petite République* observes, were it only to know and to indicate in what degree this signature is engaged; if it is not, to recognise the fact; if it is, to maintain it. "Holland," remarks *Le Petit Parisien*, "certainly has the right to defend her coast, but Belgian neutrality imposes certain reserves on her. It would be perfectly natural for France to enter into relations with the signatory Powers to the Act of 1839 to maintain intact the guarantees of this neutrality; and, consequently, for her to enter into a friendly exchange of views with the Dutch Cabinet. There is nothing in this that can give rise to unpleasant interpretations in Holland. It is simply a question of common action for the elucidation of the terms of international conventions if any obscurity attaches to them."

Commenting upon the question of issue, the military critic of the *Journal des Debats* declares that "Holland has the right to erect works on the Scheldt if she thinks fit; but what is she to gain by doing so? So far from adding to her defensive strength, they would be a source of weakness without really—unless formidable sums were spent on them—attaining the end for which they were erected. So far from protecting Holland they would only serve, like ill-designed and badly-fitting conductors, to attract the lightning." M. Malo, the military epic of the *Debats*, throws some very necessary cold water on the bonfire that has been lighted by the Jingo Press in Germany and England over the proposed fortification of Flushing.

## A BLOW TO THE LABOUR FEDERATION.

Maitre Bonzon, the distinguished barrister whose talent has always been readily placed at the disposal of anti-militarists, strikers, &c., has publicly announced his intention of severing his connection with the General Labour Federation. This has come as a terrible blow to the latter body, whose popularity has next to completely vanished since the recent Railway Strike, and the spread of sabotage and coercive measures in the frequent miners' strikes that have occurred during the past year. These recent labour methods have caused the indignant barrister to have nothing more to do with such people. "There is a tendency," says Maitre Bonzon, "to confound the barrister with his client, and I find that, as defender of the greater of the members of the Federation against whom judicial proceedings are taken, there is a tendency to confound the case with the Federation itself, or, rather, with the individuals who control it." This, however, is

not to say that the worthy barrister has suddenly discovered that he has no sympathy with the aims of the majority of the French working-classes. On the contrary, he is careful to explain that it is only the purely revolutionary tactics with no definite aim against which he rebels. "Five years of social struggle," he says, "have convinced me of the dangers and weaknesses of revolutionary anarchism, but, on the contrary, of the force for good in revolutionary syndicalism. I believe that France can be transformed, and only syndicalism is capable of rendering society more just." Maitre Bonzon's resignation is all the more significant, as it occurs at a very critical moment—when the French Government is contemplating repressive measures against the General Labour Federation. Was it done purposely?

## A CONSUMERS' LEAGUE.

The "Consumers' League" that has recently been talked of in Paris seems to exist already at Saint-Pol sur Ternoise, in the Pas-de-Calais. The price charged by the Gas Company was deemed too high by the inhabitants. They had to pay six sous per cubic metre, whereas by a private agreement the Gas Company supplied the railway company at half that price. Negotiations failed to bring satisfaction, so the malcontents decided to forego the use of gas entirely. "What is more, they have carried out their decision with remarkable unanimity, and for over a week only the street lamps in the town have been lit by gas. The shopkeepers led the way by substituting paraffin lamps and acetylene burners, and householders followed suit.

## WOMEN WORKERS.

M. A. Gervais, a Senator, publishes some very interesting facts concerning women workers in this country. There are, he says, in France 115,000 trade employees and workers, 68,000 school-teachers, 17,835 professional employees, 5,106 level-crossing keepers. In all France, out of every 100 persons doing some kind of work, 33 are women. In Paris, however, out of every 100 workers 55 are women. There are, therefore, in Paris more women workers than men workers, and the remainder of France has one woman for every two men workers.

## RIOTING IN THE CHAMPAGNE DISTRICT.

It only needed a strong military display to bring the Champagne vine-growers to their senses, and put a stop to their rioting. The infuriated crowd did further damage, and demonstrated before wine-merchants' houses after they promised to behave themselves until they had heard from the Government. The presence of the military prevented them from doing further damage, and they wisely retired. All attempts on the part of the rioters to reach Epervain and there cause widespread damage have failed; those who proved the most daring had short encounters with the soldiers. The whole rising now turns out to be nothing more or less than a widespread conspiracy. The police are convinced of the existence of an organisation, embracing some 15 Communes, which aims at the practice of sabotage, and is headed by a committee which has planned a strike independently of the Federation of Agricultural Unions. The Mayor of Epervain has notified the fact that he does not feel in a position to assure order, and has consequently asked that the necessary measures be taken to prevent further disturbances. Several of the largest houses in Epervain are now guarded day and night by the military.

## A FAMILY TRAGEDY.

The very best thing that Mlle. Marthe Steinheil could have done was to retire from the public gaze for ever and become a Carmelite nun. Ever since her mother was on her trial for murder has her daughter disowned her. A few of Mlle. Steinheil's intimate friends were present at the imposing ceremony at the Carmelite convent at Troyes; her mother was absent, and it is only through the newspapers that she will learn of the step which her unfortunate daughter has taken. Everyone pitied the girl. Since the revelations at the famous Steinheil trial Marthe had persistently refused to see her mother, and it will be remembered that she broke off her betrothal engagement because she did not wish to bring disgrace on her fiancé's name. Mlle. Steinheil's decision was expected by all her friends; when she pronounced the words which severed her from the outside world until her death, her voice was clear, and she seemed almost radiant with joy. Strange to say, that though accustomed to every comfort and luxury since her childhood Mlle. Steinheil has chosen the order where the greatest austerities are practised. Carmelite nuns wear the coarsest of robes, and never eat meat. Their only breakfast is on Christmas Day, and consists of milk and dry bread.

## MOTOR "BARKERS."

French motorists have devised a new way of tormenting the public; the latest thing in alarms is a "barker." Unlike the prohibited siren, whose voice was so seductive that one felt tempted to stand still and listen in the middle of the road, instead of hastening into safety, the new horn drives you into immediate flight. "Wah! Wah!" it coughs, and the pedestrian runs for his life. The device is not yet in common use, but will be so very shortly.

## THE LATE SIR CHARLES DILKE.

It is with unforgotten regret that the French read of the death of Sir Charles Dilke, for whom they had the greatest respect and highest esteem. Few men knew so much about France as he did.

## THE ANNEXATION OF KOREA.

The *London Gazette* publishes an Order-in-Council, dated Windsor, January 23, by which, as regards all such matters and cases as come within the jurisdiction of the Courts established by or under the control of the Japanese Government in Korea, the provisions of the China and Korea Orders-in-Council, 1904 to 1910, regulating the exercise of his Majesty's Consular jurisdiction in Korea, shall cease to be in force and operation in Korea as from the date of the annexation of Korea by Japan, except as regards any judicial matters pending in any of the Courts established by such Orders at the date of the commencement of this Order.

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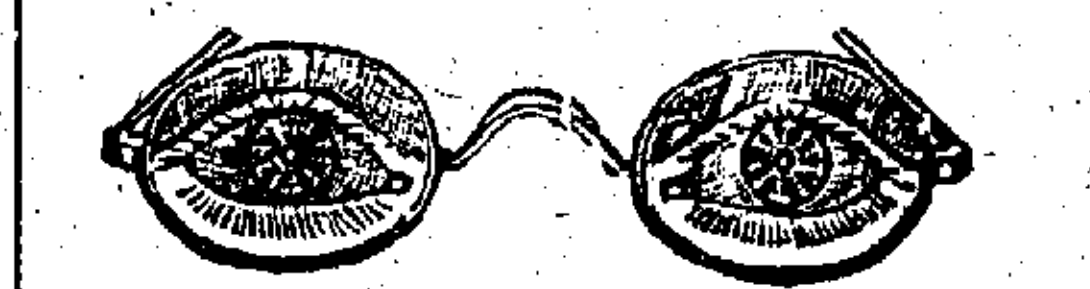
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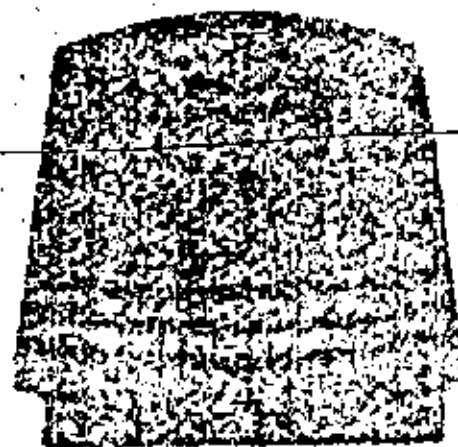
when added to a fixed diet, has a body-building effect equal to from 10 to 20 times the weight of the Bovril taken.

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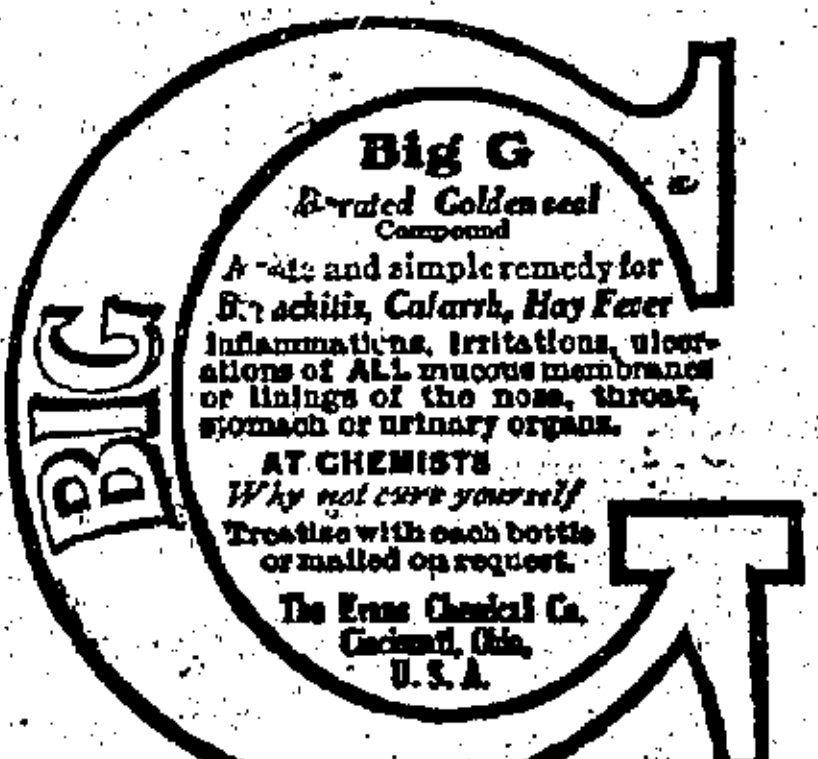
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THE OBESE.

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Breakfast.



### SCANDAL-MO NGERS

#### REVELATION IN "THE TIMES"

The following letters appear in the Times, London:—

Sir,—My butler, who is leaving my service, recently advertised for a situation, and in reply received a letter of which I send you a copy. It is difficult to believe that any one with the slightest pretension of being a lady or possessed of any notion of self-respect should descend to methods so mean and contemptible. Such methods throw an enormous temptation in the way of servants, besides exposing them to actions for slander should they fall into the trap laid by this scandal-monger. One likes to imagine that conversations that take place at one's own dinner table are private; now it appears that one's servants are to be bribed to repeat all the tit-bit-tattle they hear, when no doubt it will be worked up into something "spicy" by this spurious journalist.

This letter is as follows:—  
Dear Sir,—Noting your advertisement in the Morning Post I shall be pleased to hear from you if you have half an hour to spare once or twice a week and would care to turn it into cash by writing me a long, gossiping letter about the well-known people in English Society who stay in the houses where you are employed. I pay liberally and settle each month for the letters received the previous one. I write for some of the American papers, which insist on having current gossip, amusing stories, etc., about well-known people over here, and I buy large quantities of such letters regularly. If you think you would care to double or treble your salary in this way write me a good specimen letter for me to see what you can do and I will then write more fully as to terms. To give you an idea of what I buy, I may say that just now anything about Lady Gerard and the De Forests is "good copy" on account of the scandal case between them now coming on; also about the Dillon jockey on account of the Mrs. Lloyd divorce suit, in which he is co-respondent; also about Lord Howard de Walden's suit for libel against Mr. Lewis. If you write I wish you if you have any friends with whom you could put me into communication among the staff at Lord Howard de Walden's, Lady Gerard's, Baron de Forest's, Sir Thomas Lipton's, Sir Ernest Cassel's, Mrs. George Keppel's or her brother, Sir Archibald Edmonstone's, or at Mrs. Leeds, who has taken Mrs. George Keppel's new house in Grosvenor Street.—Yours faithfully,  
HARRIET

P.S.—Have you any friends among the staff of any of the leading London Clubs, as the Turf White, Marlborough, or Bachelors, or leading restaurants such as Claridge's, the Savoy, Gaiety, or Waldorf?—I am, sir, yours obediently.

#### HOUSEHOLDER.

[\*] We have omitted the surname and address of the writer of the letter to the butler.—Ep. The Times.

TO THE EDITOR OF "THE TIMES".  
Sir,—In your leading article of to-day on "A New Pest of Society" you assume that "Harriet" tells not only the truth, but the whole truth, in stating that the pantry tattle in which she deals is intended for American consumption. Is not this compliment to her veracity in all likelihood unwarranted? That a good deal of the stuff does get to America is no doubt true enough. It is also true that things are printed there which are here kept out of print by fear of the law of libel. But your article seems to assume that we are justified in holding up our hands in virtuous horror at the debasement of American taste, as though there were not the slightest demand for such garbage in England. Is this so? Has "Harriet's" information bureau no customers among the London Press? And is there no section of the British public which smacks its lips over this "tainted stuff"? I wish I could believe it.—Yours truly,  
WILLIAM ARCHER.

London, Jan. 21.  
[In view of announcements made in other quarters there is no longer any object in concealing the name and address given by the writer of the letter to the butler quoted in The Times of January 21st. They are Miss Harriet Churchill, Chestnut Cottage, Ladywood Road, Birmingham. Our Birmingham Correspondent, however, writes that "Harriet Churchill" is not the woman's real name. She has, he adds, been at work in Birmingham as a journalist for some years, taking frequent holidays, during which she generally went hunting with her friends.—Ed. The Times.]

TO THE EDITOR OF "THE TIMES".  
Sir,—I should be glad if you would allow me to add my testimony to that of "Householder" in regard to the scandal-mongering for the American Yellow Press.

About two months ago I also received a disgusting letter from an American woman journalist. To quote from it, it ran:—  
As a West-end physician you are doubtless conversant with all the latest up-dits and society scandals. I represent several leading American papers, and am anxious to purchase any amount of this scandal, for which I pay most liberally. I am anxious to purchase in advance rumours of any cause célèbre, divorces, etc., and also to know of the financial affairs and difficulties of any well-known person. At present I am particularly anxious to obtain racy stories about Lady — of any trouble in the Duke —'s ménage. The reasons why Prince — has never married and who are his chere amies. The love affairs of Lord —, Lord —, the Earl of —, etc., etc. Also of any friction between any members of the Royal Family (mentioning two)—the class of public for whom I cater are particularly interested in any scandal affecting the Royal Families. I am also anxious to know of the social successes or otherwise of leading Americans in London, etc., etc.

I happen to know that the reputation of one lady whose name was mentioned in the letter to me has suffered from malicious scandals for which there is no foundation whatever; and I have hesitated to make public this letter, because such names are mixed up with those of people who perhaps have not kept their reputations above reproach.

I send it to you now, thinking that probably people in all walks of life have been receiving similar letters; and in the hope that if such is the case, they will overlook the insult to themselves and their professions and come forward and do likewise, thus causing such a thorough exposure that it may result in the suppression of the nuisance.—Believe me, yours truly,  
A WEST-END PHYSICIAN.

London, Jan. 23.  
Commenting on all this The Times says editorially:—The thanks of the public are due to our correspondent "A Householder," and to his butler, who handed over to him the abominable letter which, in the general interest, we print this morning. The letter is a complete revelation of a system, the existence of which has often been suspected but never so fully exposed. It will shock and disgust every decent person, and especially those of the same sex with the debased journalist who wrote the letter. We suppress her surname and address not wishing to give her and system an advertisement, or to

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EVERY age of life in Shakespeare's immortal "Seven Ages" is prone to diseases which undermine the nervous system and deplete the vitality.

Sanatogen, the world-renowned revitaliser, is the remedy of remedies to overcome these disabilities and restore to the normal any incorrect action of the bodily functions.

**For Wasting.**  
In the disorders of "The Infant," as much Sanatogen as will go "on the point of a knife," as Beatrice says in *Much Ado*, will overcome the retarding influence of disease and enable the little one to develop into a robust "School Boy with shining morning face," when a teaspoonful with each meal will make and keep him strong and healthy.

When, like "The Lover" and "The Soldier," he is fighting for his position in the world, and is liable to be struck down by nervous and wasting diseases, draughts from the "Cup of Health" enable him to continue the fight with unimpaired vigour.

**For Nervous Breakdown.**  
The years take him into the condition of "The Justice," and he prefers a sedentary to an active life—then Sanatogen is equally efficacious in maintaining that equilibrium which physicians call health.

As age advances, and, through the gradual disintegration of the tissues, he becomes the "lean and slippered Pantaloon," Sanatogen staves off the ravages of time, while in the "Last Scene" of extreme old age it feeds the flickering flame and prolongs life as nothing else has ever done.

Sanatogen is a white powder, a chemical compound of glycerophosphate of sodium, the active principle of the nervous system, with milk proteid, the chief body-building food which, when mixed with water, milk, or other liquid, becomes the veritable "Cup of Health and Healing."

In all forms of nervous diseases with their train of alarming symptoms, like loss of memory, depression of spirits, lassitude, insomnia, etc., it rapidly restores the tissue which has been lost.

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Dr. Ott, Marienbad, praises Sanatogen very highly, and says—"I have been using Sanatogen for a number of years in my practice with excellent results. These results have been notably good in cases of elderly people when it was desirable to build up the strength and stimulate the bodily functions."

**The Hon. Mr. Justice Robertson**  
—Judge Chief Court, Lahore, writes: "My experience so far with Sanatogen has been very favourable. I took it for some weeks during the most trying season of the year—June, July, August—in Lahore and the Punjab plains, and found it a great strengthener."

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direct the renal possessors of the news she asks for to a market for their worthless wares. The letter suggests the source of many of those stupid, nasty, or exaggerated stories of English society which fill the lower sort of American newspapers. "Harriet" gives us the clue. For some time we hesitated whether or not to print these names, but we decided to do so, in the interest of these ladies and gentlemen themselves. Henceforth they will know that, socially speaking, there is a price on their heads. A systematic attempt is being made, with apparently plenty of money behind it, to corrupt their servants and the servants of the friends whom they visit. Wherever Lady X or Mrs. Y may go, she will now have the pleasing consciousness that the man behind her chair may be one of "Harriet's" emissaries. She makes a joke, or tells a personal anecdote; the emissary, his appetite whetted by fact already paid, makes a mental note, and in due time encloses it in the next "gossip" report. The journalist, to judge from her letter, evidently knows her trade, and may be trusted to improve the servants' note to the proper degree of finish. She fears no libel action, nor does her newspaper. It is published in America, where the law of libel is no particular terror to the Press. Besides, the people she writes about would probably not bring an action; and perhaps the stuff is not libellous. It is only a disgusting invasion of the sanctities of private life. It is just enough to prevent any prominent person, especially any prominent woman, from feeling safe.

To this point has come, in the hands of the worst kind of American journalists, the art of "society" reporting. Some sixty years ago, as may be read in the memoirs of the time, a great outcry was made because an American newspaper writer, with good credentials, one N. P. Willis, published some details of private parties to which he had been admitted. That was in the infancy of the world. We have long outgrown its conditions. The poor man had dined with the great, and the great benevolently turned their backs on him. It does not turn their back upon "Harriet," for there has never been, as she well knows, any chance of her being received by them. So she follows a more excellent way. She establishes a market for news, buys it from the butler or the lady's maid, and settles by monthly cheques. An admirable business woman! But she goes further. She organizes a regular secret service. She turns her spy into a "centre," as they used to say in the Cyprian days, and bids him get reports from his friends; and even—though happily most of these are foreigners, not likely to be good reporters—from the waiters at fashionable hotels. Thus, she hopes, there will be forthcoming a constant and copious supply of news about the doings, the movements, the clothes, the sayings, of every man and woman in the

charmed circle in which Chicago or Denver, or San Francisco is taking an observant interest. The story and the letter throw a lurid light upon the tastes, the ideals, and the standards of life which flourish in a modern democracy, and which, we regret to say, are fostered by a democratic Press. The heirs of all the ages are thus taught every morning and evening to interest themselves in little-tattle about a world with which they have nothing in common, and to cultivate a snobbishness of which Thackeray never dreamed. What a chance for a new and a fiercer Thackeray to make the readers of this tainted stuff thoroughly ashamed of themselves! For they know now, if they did not before, that it is tainted. It is bought with the price of corruption. It is got by means deliberately designed to violate the most elementary of social rights—the right to preserve one's privacy. Money is lavished to break down the confidence between masters and servants, and to change "the constant service of the antique world" into a habit of hypocrisy, which sells secrets behind one's back. An odious state of things, indeed. Surely something could be done to stop it if the respectable American newspapers would take the matter up, and expose at once the demoralizing nature of the news purveyors and the detestable methods of the purveyors.

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Cures blood poison, bad legs, ulcers, sores, painful swollen joints, etc., when previous treatment has failed.  
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Cures chronic weakness, lost vigor and vitality. Either Number Therapion and all self treatment directions enclosed, or chemists or post free 9/- from The Lancers Medicine Co., Haverstock Hill, London, Eng. Try New Dragon (Tasteful) Form of Therapion, easy to use, safe, lasting cure. Trade Mark: won THERAPION is on Bismarck Stamp affixed to every genuine packet.  
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Hongkong, 14th February, 1911.

"WITH DOG AND GUN IN THE  
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Hongkong, 29th October, 1910.

## DANCING IN THE OLDEN-TIME.

### A VANISHING SCOTCH PREJUDICE.

It is seldom that a generation of men witness the disappearance of a prejudice that was deeply rooted during their earlier years. But to such an experience many Scots on the sunny side of forty can reasonably lay claim. Little more than thirty years ago a fondness for dancing was too often supposed to betoken frivolous, if not vicious, tendencies. Nowadays it is generally recognised that a partiality for this particular form of amusement is not incompatible with a due appreciation of the weightier concerns of life. Like many other Scottish prejudices, the misconception that long prevailed had its origin at the Reformation. To Queen Mary's devotion to dancing the writings of Knox make frequent allusion, and always in terms of censure. By way of homage to the young Queen's tastes the Reformers were prepared to concede that "in presence of her Council she kept herself very grave." Candour compelled him to add that it was otherwise when affairs of State were dismissed; as "how soon soever the French fiddlers, fiddlers, and others of that band got the house alone, then might be seen skipping not very comely for honest women."

During the Covenanting struggle zealous "professors" did not fail to enunciate dancing among the sins of the times. In the course of a to-do-timony against outlandish defections Patrick Walker, a Covenanter, writes: "I have often wondered through my life how any that ever knew what it was to bow a knee in earnest to pray durst crook a hough to fyke and ding at pipers' and fiddlers' springs."

But Patrick had suffered much for his devotion to principle, and allowance must consequently be made for the extravagance of his strictures. No better excuse can be tendered for his bigotry than his own words: "I bless the Lord that ordered my lot so in my dancing days, that made the fear of the bloody rope and bullets to my neck and head, the pain of hoots, thumblings and frowns, cold and hunger, wetness and weariness, to stop the lightness of my head and the wantonness of my feet."

It is pleasant to turn to another son of the Covenant, who showed a spirit of toleration somewhat alien to the age. This was Sir Patrick Hume of Polwarth. For one eventful month the Baronet was compelled to hide in a vault under the picturesque church in which the inhabitants of the little Berwickshire parish of Polwarth still worship. At the close of this period of anxiety he escaped to the Continent, where he remained until the Revolution of 1688, when honours showered thick and fast upon him. During his subsequent career he figures in history as Earl of Marchmont. But the man whom adversity could not spoil was not spoiled by success. On one occasion, when an entertainment had been arranged for his grandchild, Lord Marchmont requested to be carried into the room, and overcame the opposition of his family by remarking that "while unable to dance, he could at least keep time with his foot." In his old age the good Earl was often overheard remarking that "none had so good a reason to be merry and pleased as those that served God and obeyed His commandments."

The ecclesiastical Courts were long strenuous in their efforts to suppress all innocent merry-making. Thus, in 1649, the Kirk Session of Cambsouthan decreed that men and women "guilty of promiscuous dancing should stand in a public place and confess their fault." Not until the opening years of the Eighteenth Century were there any forebodings of a more tolerant outlook, and widespread was the alarm and consternation when, in 1723, Edinburgh added to its attractions a weekly meeting for dancing known as the "Assembly." One critic deplored the fact that "the ordinary time spent in public worship each Lord's Day comes short of the seven hours spent in the Assembly. Another was apprehensive lest the Assembly should render the youth of the time effeminate and prevent them from serving their country in 'the useful arts and sciences.' The venture had the support of Allan Ramsay, and at least two young men who were destined to achieve success were numbered among the dancers. These were Henry Home (afterwards Lord Kames) and William Hamilton of Bangour.

To judge from a description by Oliver Goldsmith, who later in the century studied at the University, an Edinburgh Assembly must have been a very stiff and formal entertainment: "When the stranger enters the dancing-room he sees one end of the room taken up by ladies, who sit dismally in a group by themselves, and at the other end stand their pensive partners that are to be. The ladies may ogle and the gentlemen may sigh, but an embargo is laid upon any close converse. At length the lady directress pitches upon a gentleman and lady to approach, which they perform with a formality approaching to decency. After five or six couples have thus walked the greatest-all-around for the country dance, each gentleman furnished with a partner from the aforesaid lady directress. So they dance much and say nothing and this concludes an assembly."

The Western Counties had been so wholehearted in their support of the Covenant that it is not surprising Glasgow should have been slow to respond to the new movement. John Smith, the first authorised dancing-master in the city, was permitted to give instruction in the art provided "he shall behave himself soberly, teach at reasonable hours, keep no balls, and that he shall so order his teaching that there shall be no promiscuous dancing of young men and young women together, but that each sex shall be taught by themselves, and that the one sex shall be dismissed and be out of the house before the other enter therein, and if the said John transgress in any of these points the Magistrates shall put him out of the burgh." With the progress of time dancing assemblies were held weekly, and the restrictions became less and less stringent. An advertisement in the *Glasgow Mercury* of September 25, 1783, runs:

"Mr. Smart (the lessee of the Tontine) presents his respects to the ladies and gentlemen who honour him with their company on Thursday evenings, and begs leave to inform them that with the advice of his friends, the room and assemblies are to be held at the Merchants' Hall, in Bridgegate, till further notice, owing to the entry to the Tontine Assembly Rooms being under repair, and to begin this evening at the usual hour."

About the same time Lord Provost Colquhoun extended his patronage to the Assemblies. One of the first clerymen to shake off the traditional shackles of his order was the Rev. Alexander Carlyle, of Inveross. When a student in 1737 this lively young man, according to his own confession, "a great profect" in dancing. This phase of his education had been acquired with the approval of his father, who believed that dancing would make the young man a more accomplished preacher if ever he had the honour to mount the pulpit. But the instincts of the Scottish race are conservative and old-time prejudices die hard. In the early 'sixties of last century Dr. Norman Macleod requested Anthony Trollope to write a story for *Good Words*. Terms were arranged, and in due course the completed manuscript was sent to the editor. Shortly afterwards Trollope was told that it could not be utilised. At a later date the novelist entered into a detailed explanation of the incident:

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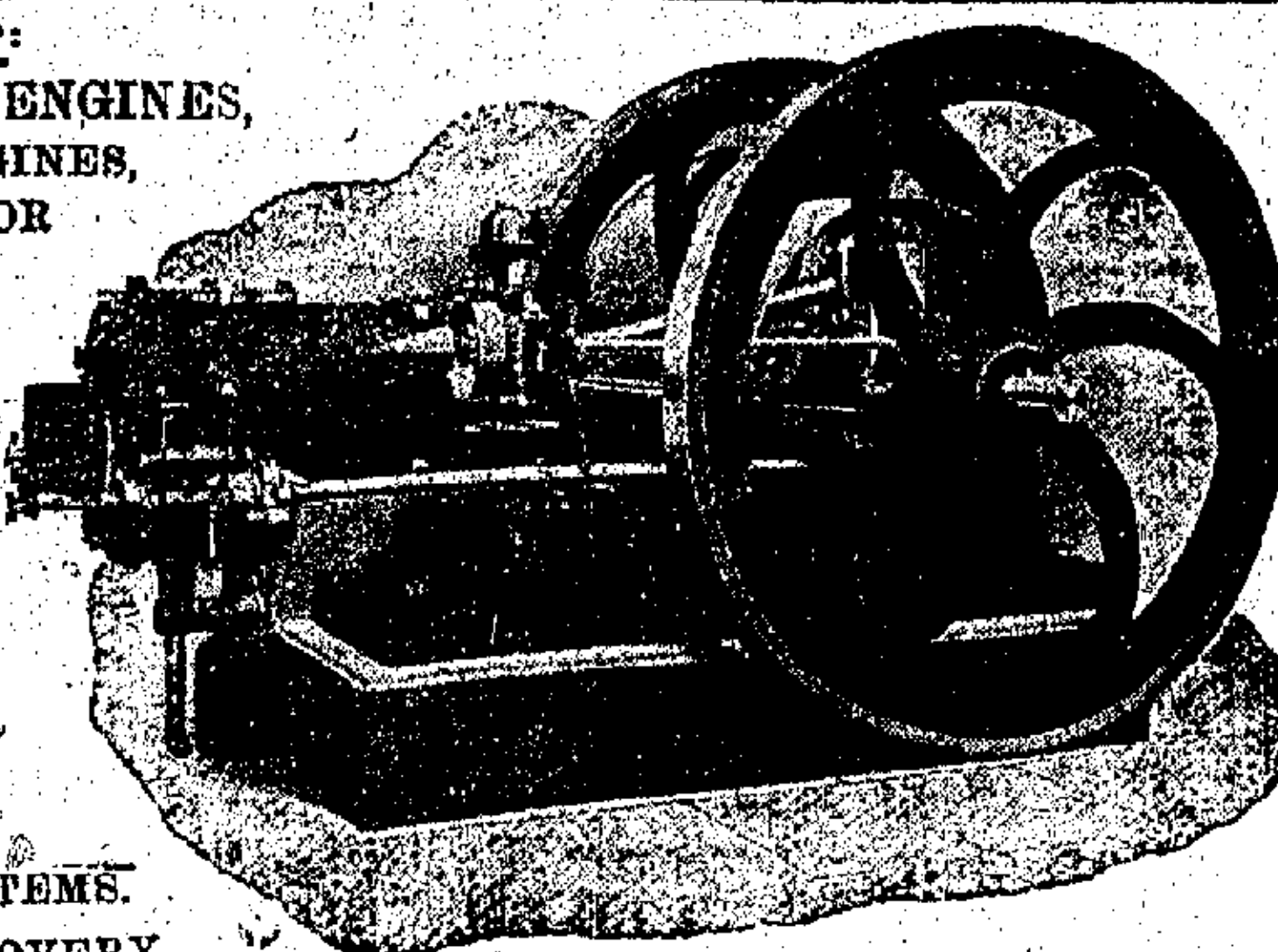
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Hongkong, 21st February, 1911. YORK BUILDINGS, TOP FLOOR. 146

"There is the tale now ('Rachel Bay') to speak for itself. It is not brilliant, nor in any way very excellent; but it certainly is not very wicked. There is some dancing in the early chapters, described, no doubt, with the approval of the amusement which I have always entertained, and it was this to which my friend demurred."

As the liberality of Norman Macleod's sentiments has never been called in question, the story serves to prove that the earlier readers of *Good Words* must have been fastidious in the extreme.—JAMES MCWHIR.

PASSENGERS.

ARRIVED.

Per *Kwangtong*, from Shanghai, Mr Brown

and Mr Bates.

Per *Yuenyang*, from Manila, Mr W. A. Main,

Father J. Burner, Messrs C. Sobel, G. Stewart,

G. A. Macaulay, S. A. Doring, G. Villard, C.

W. Connor, Mr and Mrs A. O. Adamson, Mr

and Mrs Herbert Shepherd, Mrs Y. Yunnanot,

Mr Mary Baker, Mr John Horne and Miss E.

V. Sindighene.

DEPARTED.

Per *Haiyang*, for Swatow, Mr A. Forbes, Mr

Young, Mr and Mrs Ying, Mr and Mrs Gallo-

way, for Foochow, Mr S. P. Cochran, Bishop

and Mrs Lewis.

Per *Avu Maru*, for Seattle, &c., Mr Geo.

Van Corban and servant, Mr K. Kato, Mr N.

Oguri, Mr Yamada, Mr E. Bosch, Dr. S. E.

Mitchell, Mr W. E. Dixon, Mr E. D. Craig,

Mr R. J. Wilkinson, Mr Shibata and Mr T.

Yamazaki.

Per *Zafiro*, for Manila, Mrs C. E. O'Connor,

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TJIKINI	JAVA	First half of Mar.	JAVA	First half of Mar.
TJIPANAS	SHANGHAI	First half of Mar.	JAVA	First half of Mar.
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SHANGHAI, TSINGTAU, KOBE, YOKOHAMA	"LUTZOW," Capt. B. WILHELM	17,300	About 8th March
MANILA, YAP, ANGAUR, NEGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ," Capt. H. REGENER	6,750	Saturday, 25th Mar., at 6 P.M.
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**ARRIVALS.**  
 CALCHAS, British str., 4,273, G. A. Rodway, 28th Feb.—Shanghai 25th Feb., General—Butterfield & Swire.  
 TRI, Norwegian str., 29th Feb.—Canton.  
 GERMANIA, German str., 1,714, Frandsen, 28th Feb.—Kwangyoo 25th Feb., Cement—Stone—Jensen & Co.  
 HAIMUN, British str., 614, A. H. Stewart, 28th Feb.—Swatow 27th Feb., General—Douglas, Lapraik & Co.  
 HSIN CHANG, Chinese str., 23th Feb.—Canton.  
 KAIPOSO, British str., 937, J. V. Sifford, 27th Feb.—Hongkong 25th Feb., Coal—Butterfield & Swire.  
 KWANTUNG, Chinese str., 1,536, E. H. Pratt, 28th Feb.—Shanghai 25th Feb., General—C. M. S. N. Co.  
 LANGHALL, British str., 2,531, P. S. Kellett, 27th Feb.—Manila 24th Feb., Ballast—P. M. S. S. Co.  
 LUCERIO, British str., 4,100, J. Mathie, 28th Feb.—Manila 25th Feb., Ballast—Bank Line, Ltd.  
 SHANTUNG, British str., 1,835, J. Robinson, 27th Feb.—Sourabaya 17th Feb., Sugar—Butterfield & Swire.  
 SINAL, German str., 907, J. Tawesey, 27th Feb.—Panama 15th and 16th Feb., 24th Feb., Rice and General—Jensen & Co.  
 VESTFOLD, Norwegian str., 1,172, Berleson, 28th Feb.—Bangkok 19th Feb., Rice—C. S. N. Co., Ltd.  
 YUENSANG, British str., 1,128, P. H. Rolfe, 28th Feb.—Manila 25th Feb., General—Jardine, Matheson & Co.

**CLEARANCES.**  
 AT THE HARBOR MASTER'S OFFICE.  
 28th February.  
 Calchas, British str., for Saigon.  
 Haimun, British str., for Swatow.  
 Hsin Chang, Chinese str., for Hongkong.  
 Kaimoso, British str., for Hongkong.  
 Kwantung, Chinese str., for Hongkong.  
 Langhall, British str., for Hongkong.  
 Lucerio, British str., for Hongkong.  
 Shantung, British str., for Hongkong.  
 Sinal, German str., for Hongkong.  
 Vestfold, Norwegian str., for Hongkong.  
 Yuensang, British str., for Hongkong.

**DEPARTURES.**  
 28th February.  
 ALBION, German str., for Shanghai.  
 ANA MARU, Japanese str., for Shanghai.  
 BORNEO, German str., for Jesselton.  
 DEWONSON, German str., for Swatow.  
 ERNEST SMITH, French str., for Shanghai.  
 GERMANY, British str., for Hongkong.  
 HAYANG, British str., for Swatow.  
 KOUICHANG, German str., for Bangkok.  
 NIPPON, Austrian str., for Singapore.  
 PALAWAN, British str., for Shanghai.  
 SALAZAR, French str., for Hongkong.  
 STAR, German str., for Hongkong.  
 TEAN, British str., for Manila.  
 ZAYIRO, American str., for Manila.

## VESSELS EXPECTED.

**THE INDIAN MAIL.**  
 The Indo-China str. *Fausang* left Calcutta for the Straits and Hongkong on the 9th ult., and is due here to-day.  
**THE ENGLISH MAIL.**  
 The P. & O. S. N. Co.'s str. *Marmora* left Singapore for this port on the 24th ultimo, at 2.30 p.m., with the outward English Mails, and is due here to-day at about 8 a.m.  
**THE AMERICAN MAIL.**  
 The P. M. S. S. Co.'s str. *Korea* arrived at Manila on the 22nd ultimo, and will be despatched from Manila on the 1st inst., and is due to arrive at this port on the 3rd inst., at daylight.  
 The P. M. S. S. Co.'s str. *Siberia* sailed from San Francisco on the 15th ult., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 14th inst.  
 The P. M. S. S. Co.'s str. *China* sailed from San Francisco on the 21st ult., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 20th inst.  
**THE GERMAN MAIL.**  
 The L.G.M. str. *Lucifer*, carrying the German Mails with dates from Berlin of the 8th ult., left Colombo on the 26th ult. a.m., and may be expected here on or about the 8th inst. a.m.  
**THE AUSTRALIAN MAIL.**  
 The E. & A. str. *Abraham* left Sydney on the 19th ultimo for this port (via Queensland Ports, Port Darwin and Manila).  
**THE CANADIAN MAIL.**  
 The C.P.R. Co.'s str. *Empress of China* left Vancouver B.C., for Hongkong (via usual ports of call) on the 23rd ultimo p.m.  
**THE JAPANESE MAIL.**  
 The N.Y.K. str. *Tama Maru* (European Line) left Singapore for this port on the 24th ult., and is expected here to-day.  
 The Delamater Line str. *Brassey* left Shanghai on the 25th ultimo, and is due here this morning.  
 The Mergel Line str. *Montrose* sailed from United Kingdom on the 4th ultimo for Hongkong via Straits.  
 The American & Manchurian Line steamer *Malappa* is due here on the 6th inst.  
 The O.S.K. str. *Saiko Maru* left Tacoma, Wash., for this port via Japan and Manila on the 4th ult., and is due here on the 12th inst.  
 The str. *Glenn* passed the Suez Canal on the 14th ult., and is due here on or about 20th inst.

## VESSELS ON THE BERTH

**FOR SHANGHAI.**  
 THE P. & O. S. N. Co.'s Steamship  
 Capt. G. H. C. Weston, R.N.R., will leave for Shanghai TO-MORROW, the 2nd March, at 7 a.m.  
 For Freight or Passage, apply to  
 E. A. HEWETT,  
 Superintendent,  
 Hongkong, 27th February, 1911. [1]

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 DODWELL & Co., Ltd.,  
 Agents.  
 Hongkong, 28th February, 1911. [357]

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's.		2. From Harbour Master's to Blake Pier.		3. From Blake Pier to Naval Yard.		4. From Naval Yard to East Point.	
DESTINATION.	VESSEL'S NAME.	FLAG & NO.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.	
LONDON & ANTWERP VIA SINGAPORE, &c.	ASSAYE...	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 4th inst., at Noon.	
LONDON & ANTWERP VIA SINGAPORE, &c.	SYRIA...	Brit. str.	—	D. C. Gregor, R.N.R.	P. & O. S. N. Co.	About 8th inst.	
ROTTERDAM & HAMBURG VIA STRAITS, &c.	NORF...	Brit. str.	—	G. Philipps, R.N.R.	P. & O. S. N. Co.	About 22nd inst.	
ROTTERDAM, BREMEN & HAMBURG, &c.	LIBERIA...	Ger. str.	k. w.	Lübecke	HAMBURG-AMERIKA LINE	On 5th inst.	
BREMEN, HAMBURG & ANTWERP, &c.	SPEZIA...	Ger. str.	k. w.	Deinat	HAMBURG-AMERIKA LINE	On 7th inst.	
COPENHAGEN & BALTIC PORTS.	AMBRIA...	Ger. str.	—	—	HAMBURG-AMERIKA LINE	On 27th inst.	
HAVRE, ROTTERDAM & HAMBURG, &c.	YEDDO...	Brit. str.	—	—	HAMBURG-AMERIKA LINE	End of Mar.	
HAVRE, ROTTERDAM & HAMBURG, &c.	SAMRIA...	Ger. str.	k. w.	Reuss	HAMBURG-AMERIKA LINE	On 16th inst.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PREUSSEN...	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINE	On 25th inst.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	JYO MARU...	Jap. str.	—	E. Takeda	NIPPON YUSEN KAISHA	On 15th inst., at D'light	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SILEZIA...	Ger. str.	k. w.	Selmer	HAMBURG-AMERIKA LINE	On 14th inst.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU...	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 29th inst., at D'light	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TANGO MARU...	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 12th April, at D'light	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKO...	Ger. str.	—	J. Randerhann	MELCHERS & Co.	On 8th inst., at Noon.	
NEW YORK.	BRAMAR...	Brit. str.	1 m.	—	DODWELL & Co., Ltd.	On 3rd inst.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN...	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 11th inst., at 7 a.m.	
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	MONTAGLE...	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 15th April, at Noon	
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	JANAMA MARU...	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 4th inst., at D'light	
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	INABA MARU...	Jap. str.	—	S. Sato	NIPPON YUSEN KAISHA	On 26th inst., at Noon	
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU...	Jap. str.	—	J. Mathie	NIPPON YUSEN KAISHA	On 25th April, at Noon	
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	LUCERIO...	Brit. str.	—	—	THE BANK LINE, LIMITED	On 9th inst.	
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	LUCERIO...	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 9th inst.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PERISA...	Am. str.	—	H. S. Smith	PACIFIC MAIL S.S. Co.	On 3rd inst., at 5 p.m.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KOREA...	Jap. str.	—	Chr. Smith	PACIFIC MAIL S.S. Co.	On 10th inst., at 1 p.m.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIPPON MARU...	Am. str.	—	T. Sekine	TOYO KAISEN KAISHA	On 17th inst., at 1 p.m.	
TOBETAND VIA JAPAN.	HENRIK ISEN...	Nor. str.	—	H. Raegonar	NIPPON YUSEN KAISHA	On 17th inst., at Noon	
AUSTRALIAN PORTS VIA MANILA.	YAWATA MARU...	Jap. str.	—	M. Yagi	MELCHERS & Co.	On 25th inst., at D'light	
AUSTRALIAN PORTS VIA MANILA.	CORLENN...	Ger. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 14th April, at Noon	
AUSTRALIAN PORTS VIA MANILA.	NIRKO MARU...	Jap. str.	—	H. Raegonar	NIPPON YUSEN KAISHA	To-morrow, at 11 a.m.	
KOBE & YOKOHAMA.	TARCO MARU...	Jap. str.	—	M. Yagi	MELCHERS & Co.	About 7th inst.	
KOBE & YOKOHAMA.	CORLENN...	Ger. str.	—	K. Hashimoto	NIPPON YUSEN KAISHA	On 15th inst., at Noon	
NAGASAKI, KOBE & YOKOHAMA.	NIRKO MARU...	Jap. str.	—	Bonman	TOYO KAISEN KAISHA	On 12th April, at 1 p.m.	
JAPAN, HONOLULU, MANZANILLO, &c.	BUYO MARU...	Jap. str.	—	H. A. Hards	JAVA-CHINA-JAPAN LINE	Quick despatch	
JAPAN.	TSINGTAU, WEIHAIWEI & CHEFOO...	Brit. str.	1 m.	F. Mooney	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.	
TIENSIN VIA SWATOW.	CHUPHONG...	Brit. str.	—	E. Forsyth	JARDINE, MATHESON & Co., Ltd.	On 3rd inst., at Noon	
TIENSIN VIA SWATOW.	HUTCHOW...	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 9th inst., at 4 p.m.	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	BUJUN MARU...	Jap. str.	—	G. H. C. Weston, R.N.R.	OSAKA SHOSHEN KAISHA	To-morrow, at 8 a.m.	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	MARIONA...	Brit. str.	—	Fred. Pyne	P. & O. S. N. Co.	To-morrow, at 7 a.m.	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	ANHU...	Brit. str.	1 m.	B. Wilhelm	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	CHYLOU MARU...	Jap. str.	—	W. H. S. Hall, R.N.R.	NIPPON YUSEN KAISHA	About 8th inst.	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	LUTZOW...	Ger. str.	—	Eckhorn	MELCHERS & Co.	About 10th inst.	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	BORNEO...	Brit. str.	—	—	HAMBURG-AMERIKA LINE	On 12th inst.	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	CHUPHONG...	Brit. str.	k. w.	—	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	CHUPHONG...	Brit. str.	k. w.	—	HAMBURG-AMERIKA LINE	On 22nd inst.	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	CHUPHONG...	Brit. str.	k. w.	—	JAVA-CHINA-JAPAN LINE	Quick despatch	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	CHUPHONG...	Brit. str.	k. w.	—	OSAKA SHOSHEN KAISHA	On 5th inst., at 10 a.m.	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	CHUPHONG...	Brit. str.	k. w.	—	OSAKA SHOSHEN KAISHA	To-day, at 11 a.m.	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	CHUPHONG...	Brit. str.	k. w.	—	DOUGLAS LAFRAIK & Co.	On 3rd inst., at 11 a.m.	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	CHUPHONG...	Brit. str.	k. w.	—	DOUGLAS LAFRAIK & Co.	On 7th inst., at 11 a.m.	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	CHUPHONG...	Brit. str.	k. w.	—	DOUGLAS LAFRAIK & Co.	On 10th inst., at 11 a.m.	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	CHUPHONG...	Brit. str.	k. w.	—	BUTTERFIELD & SWIRE	To-day, at Noon	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	CHUPHONG...	Brit. str.	k. w.	—	JARDINE, MATHESON & Co., Ltd.	On 4th inst., at 2 p.m.	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	CHUPHONG...	Brit. str.	k. w.	—	BUTTERFIELD & SWIRE	On 7th inst., at 4 p.m.	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	CHUPHONG...	Brit. str.	k. w.	—	SHEWAN, TOMES & Co.	On 10th inst., at 4 p.m.	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	CHUPHONG...	Brit. str.	k. w.	—	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 2 p.m.	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	CHUPHONG...	Brit. str.	k. w.	—	SHEWAN, TOMES & Co.	On 20th inst., at Noon	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	CHUPHONG...	Brit. str.	k. w.	—	MELCHERS & Co.	End of Mar.	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	CHUPHONG...	Brit. str.	k. w.	—	NIPPON YUSEN KAISHA	On 7th inst.	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	CHUPHONG...	Brit. str.	k. w.	—	JARDINE, MATHESON & Co., Ltd.	On 6th inst., at 3 p.m.	
SHANGHAI VIA SWATOW, AMOY & POOCHOW.	CHUPHONG...	Brit. str.	k. w.	—	JAVA-CHINA-JAPAN LINE	Quick despatch	

## CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.  
"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong: "EMPEROR OF JAPAN" Sat., 11th Mar. "EMPEROR OF CHINA" Sat., 8th April "EMPEROR OF MONTAGLE" Tuesday, 18th April  
 From St. John, N.B.: "EMPEROR OF IRELAND" Fri., 7th April "EMPEROR OF IRELAND" Fri., 5th May  
 From Quebec: "ALLEN LINE" Friday, 26th May "EMPEROR OF BRITAIN" Fri., 16th June "ALLEN LINE" Friday, 7th July

"Empress" Steamships leave HONGKONG at 7 A.M. at 12 NOON.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN, QUEBEC with the Company's New Pacific through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers ..... £43 " " £45 " " and 1st Class Railway " " " £45 " " £45 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line. U.S.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier.

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## THE BANK LINE, LIMITED

## PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C. &amp; SEATTLE VIA SHANGHAI AND JAPANESE PORTS.

Steamers	Tons	Captain	To Sail on or About
LUCERIO	6,500	J. Mathie	9th March.
HALLAMSHIRE	5,000	G. Elliot	6th April.

To be followed by other Steamers of the Company at regular intervals. The Steamers of the BANK LINE, LTD., carry Cargo on through Bills of Lading to all overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for storage passengers and a limited accommodation for Cabin Passengers; they are fitted throughout with Electric Light, "Linerio" and "Orterio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight and Passage apply to—  
 THE BANK LINE, LIMITED,  
 KING'S BUILDING, PRAYA CENTRAL.  
 TELEPHONE, No. 780.

**AUSTRALIAN COAL.**  
 STOCKS OF THE FINEST  
 STEAM COAL, GAS COAL, HOUSE COAL.  
 From the West Wallend and Aberdare Mines (New South Wales) always on hand.  
 For Prices, delivered or ex Godown, apply to—  
 ANDREW WEIR & Co.  
 (THE BANK LINE AGENCY),  
 KING'S BUILDING (Fourth Floor), [175]  
 Hongkong, 9th February, 1911.

## SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

**TAIKOO DOCKYARD & ENGINEERING CO.**  
 Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works  
 GRAVING DOCK 787 x 83 x 34' 6" Pumps empty Dock in 23 hours.  
 50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS AND METAL SPECIMENS.  
 THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.  
 100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.  
 Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work. Dockyard Manager Mr. J. REID, can be seen between the hours of 11 a.m. and 12 Noon at the Town Office.  
 MANAGERS AND AGENTS,  
**BUTTERFIELD & SWIRE,**  
 HONGKONG, CHINA AND JAPAN.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR HATYRIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"ASSAYE"  
 Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY the 4th March, 1911, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MACEDONIA," 15,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
 Silk and Valuables, all cargo for France and Ten for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via London by the S.S. "PERSIA," due in London on the 14th April, 1911.  
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to  
 E. A. HEWETT,  
 Superintendent,  
 Hongkong, 20th February, 1911. [1]

## CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER DIRECT.

## THE Steamship

## "LUCERIO."

FROM HONGKONG, ON THURSDAY, THE 9TH MARCH.

To be followed by the Steamers

HALLAMSHIRE ... 6th April.  
 SUVERIC ... 4th May.  
 KUMERIC ... 1st June.

Bills of Lading issued to Overland Points in Canada, the United States and to the West Indies.

For further information regarding freight rates, apply to

CANADIAN PACIFIC RAILWAY CO.  
 Hongkong.

Hongkong, 23rd February, 1911 [255]



**SPECIAL BLEND WHISKY.**  
**SPECIAL BLEND WHISKY.**  
 SHIPPERS,  
 Cutler, Palmer & Co., London.  
 AGENTS  
**SIEMSEN & CO.,**  
 HONGKONG.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	MARMORA Capt. G. H. C. Weston	7 A.M. 2nd Mar.	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE Capt. Owen Jones, R.N.R.	Noon, 4th Mar.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA Capt. D. C. Gregor, R.N.R.	About 8th Mar.	Freight and Passage.
SHANGHAI, MOJI, KOBE, BORNEO and YOKOHAMA	BORNEO Capt. W. H. S. Hall	About 10th Mar.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	NORE Capt. G. Phillips, R.N.R.	About 22nd Mar.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 1st March, 1911.

## CHINA NAVIGATION CO., LD.

### SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"SUNGKIANG"	On 1st Mar. Noon.
TSINGTAU, WEIHAIWEI & CHEFOO	"KWEILIN"	On 2nd Mar. 4 P.M.
SHANGHAI	"ANHUI"	On 2nd Mar. 4 P.M.
MANILA, LOILO & CEBU	"KAIFONG"	On 7th Mar. 4 P.M.
TIENTSIN	"HUICHOW"	On 9th Mar. 4 P.M.

### DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

MANILA CARNIVAL 21st to 28th February. Special Reduced Rate, \$50 Return.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$90 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS. (10)

## INDO-CHINA S. NAV. CO., LD.

### PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
TIENTSIN VIA SWATOW	"CHIPSING"	Friday, 3rd Mar. Noon.
MANILA	"YUENSANG"	Saturday, 4th Mar. 2 P.M.
SINGAPORE, PENANG, KALUTTA, KUTSANG	"KUTSANG"	Monday, 6th Mar. 3 P.M.
MANILA	"LOONGSANG"	Saturday, 11th Mar. 2 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Monday, 20th Mar. Noon.

### RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., Ltd.,  
GENERAL MANAGER. (15)

Hongkong, 1st March, 1911.

## HAMBURG-AMERIKA LINIE

### IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAIT and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

### NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
For SHANGHAI, KOBE & YOKOHAMA:	For ROTTERDAM & HAMBURG:
S.S. REINFELDS ... 12th March	S.S. LIBERIA ... 5th March.
S.S. SENEGAMBIA ... 22nd March	S.S. SPEZIA ... 7th March.
S.S. SUEVIA ... 7th April	For MARSEILLES, HAVRE & HAMBURG:
S.S. BAYERN ... 20th April	S.S. SILESIA ... 14th March.
S.S. ARABIA ... 3rd May	For HAVRE, ROTTERDAM & HAMBURG:
	S.S. SAMBIA ... 16th March.
	For BREMEN, ROTTERDAM & HAMBURG:
	S.S. PRUSSEN ... 25th March.
	For BREMEN, HAMBURG & ANTWERP:
	S.S. AMBRIA ... 27th March.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 28th February, 1911.

## DOUGLAS STEAMSHIP CO., LD.

### HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers, Electric Light, Excellent Cuisine.

FOR

### SWATOW, AMOY AND FOCHOW

#### AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 3rd Mar., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 7th Mar., at 11 A.M.
"HAIRANG"	Capt. A. E. Higgins	FRIDAY, 10th Mar., at 11 A.M.

### FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	WED'DAY, 1st Mar., at 11 A.M.
		SUNDAY, 5th Mar., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 1st March, 1911.

## U. S. MAIL LINE. PACIFIC MAIL S.S. CO.

### SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

### PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES.
* KOREA	18,000	FRIDAY, 10th March, at 1 P.M.
* SIBERIA	18,000	FRIDAY, 24th March, at 1 P.M.
* MANCHURIA	27,000	SATURDAY, 2nd April, at 1 P.M.
* MONGOLIA	27,000	SATURDAY, 9th April, at 1 P.M.
* KOREA	18,000	SATURDAY, 27th May, at 1 P.M.
* SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
* MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
* MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.

\* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 10th March, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioners of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

### INTERMEDIATE SERVICE.

PERSIA ..... 9,000 Tons ..... FRIDAY, 3rd March, at 5 P.M.

CHINA ..... 10,200 Tons ..... FRIDAY, 31st March, at 1 P.M.

ASIA ..... 9,500 Tons ..... FRIDAY, 21st April, at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 3rd March, at 5 P.M.

On the Fine Mail Steamers, ASIA, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON (via Canadian Atlantic Ports) £43.

HONGKONG TO SAN FRANCISCO (via New York) £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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## NIPPON YUSEN KAISHA

### (THE JAPAN MAIL STEAMSHIP CO.)

### PROJECTED SAILINGS FROM HONGKONG— (SUBJECT TO ALTERATION.)

DISTINCTIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	IYO MARU Capt. R. Takada	7,000	WED'DAY, 15th March, at Daylight
	HIRANO MARU Capt. H. Fraser	9,000	WED'DAY, 29th Mar., at Daylight
	TANGO MARU Capt. A. Christensen	8,000	WED'DAY, 12th April, at Daylight
	KAMAKURA MARU Capt. J. Nagano	7,000	SATURDAY, 25th Mar., from Kobe
VICTORIA B.C. & SEATTLE	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 28th March, at Noon
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 25th April, at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 17th Mar., at Noon
KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 14th April, at Noon
SHANGHAI, MOJI and KOBE	TANGO MARU Capt. A. Christensen	8,000	THURSDAY, 2nd Mar., at 11 A.M.
BOMBAY via SINGAPORE and COLOMBO	CEYLON MARU Capt. Fred Pyne	6,000	TUESDAY, 7th March.
NAGASAKI, KOBE and YOKOHAMA	TOSA MARU Capt. H. Nomura	6,000	TUESDAY, 7th March.
	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 15th Mar., at Noon

+ Omitting Penang.  
\$ Fitted with New System of Wireless Telegraphy. † Cargoonly. \* Carries Deck Passengers

### PASSENGER SEASON, 1911.

#### SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES and LONDON via SUEZ CANAL.

To London, per New Steamer.

RATES OF PASSAGE.

1st Class S. Y. 550.00

2nd Class S. 825.00

3rd Class S. 360.00

4th Class S. 540.00

5th Class S. 500.00

6th Class S. 750.00

7th Class S. 350.00

8th Class S. 495.00

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T. KUSUMOTO, MANAGER.

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#### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
* NIPPON MARU	11,000	H. S. Smith	FRIDAY, Mar. 17th, 1 P.M.
* CHITO MARU	21,000	W. W. Greene	FRIDAY, April 14th, 1 P.M.
* AMERICA MARU	11,000	A. G. Stevens	FRIDAY, May 5th, 1 P.M.
* TENYO MARU	21,000	E. Bent	FRIDAY, May 12th, 1 P.M.

\* Triple Screws, turbine engines. \* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Twin Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 17th March, at 1 P.M.

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STEAMER	Tons	CAPTAIN	DATE OF SAILING.
BUYO MARU	10,500	K. Hashimoto	WED'DAY, April 19th, 1 P.M.
HONGKONG MARU	11,000	H. Hasekuma	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.

THE Steamer "BUYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on WEDNESDAY, 19th April, at 1 P.M.

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" " " " " "	" 120-0-0, Return 6 Months
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AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

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VICTORIA B.C. & TACOMA via NAGASAKI, KOBE and YOKOHAMA	"SEATTLE MARU"	6,182	WED'DAY, 22nd Mar., at Daylight

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FOR	STEAMERS	LEAVES.
ANPING via SWATOW & AMOY	"SOSHU MARU"	WED'DAY, 1st Mar., at 8 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	"BUJUN MARU"	THURSDAY, 2nd Mar., at 8 A.M.
TAMSUI via SWATOW, & AMOY	"DAIJIN MARU"	SUNDAY, 5th Mar., at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,  
MANAGER

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